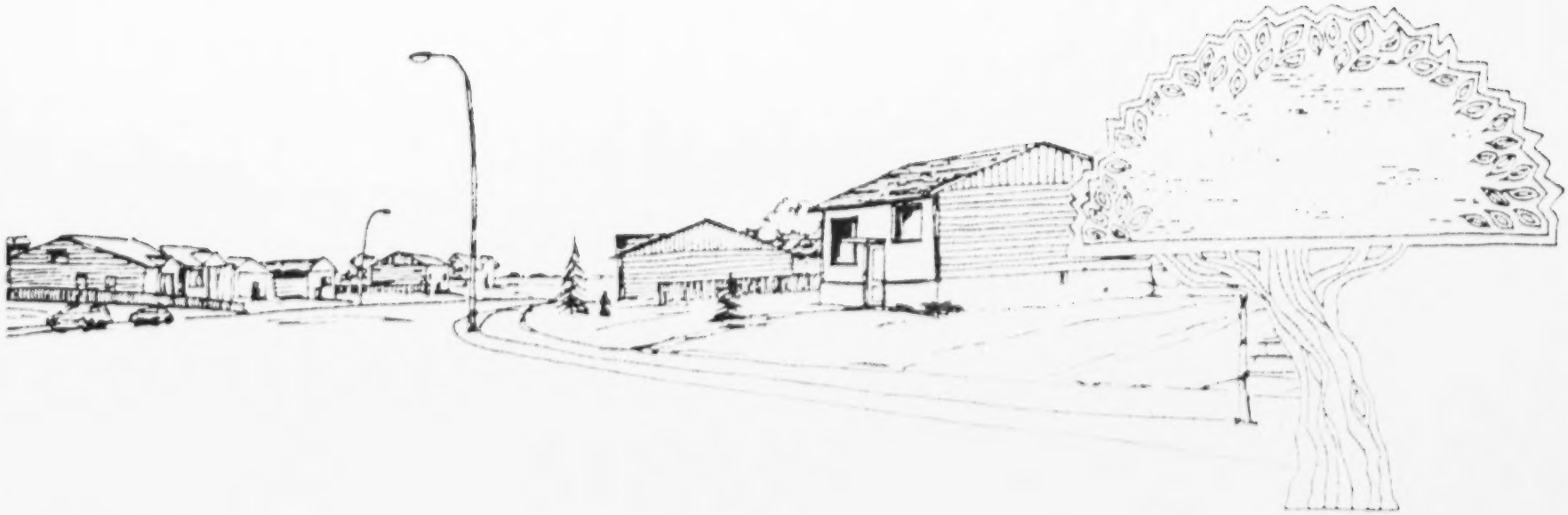

APPLEWOOD PARK

Area Structure Plan & Supporting Information

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

APPLEWOOD PARK

Area Structure Plan

APPROVED BY CITY COUNCIL SEPTEMBER 9, 1985

THE CITY OF CALGARY

PUBLISHING INFORMATION

TITLE:	APPLEWOOD PARK AREA STRUCTURE PLAN
AUTHOR:	CITY AND COMMUNITY PLANNING DIVISION
STATUS:	APPROVED BY CITY COUNCIL SEPTEMBER 9, 1985
PRINTING DATE:	JUNE, 1986
ADDITIONAL COPIES:	THE CITY OF CALGARY PLANNING & BUILDING DEPARTMENT (#8108) PLANNING INFORMATION CENTRE P.O. BOX 2100, STN. "M" CALGARY, ALBERTA T2P 2M5 (403) 268-5333
COMMENTS:	

APPLEWOOD PARK AREA STRUCTURE PLAN

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1.0 THE PLAN

The Applewood Park Area Structure Plan encompasses approximately 100 hectares (250 acres) in the southeastern quadrant of the city. Applewood Park is bounded by 17 Avenue S.E. on the south, 68 Street E. on the west, and the Transportation and Utility Corridor (Restricted Development Area) on the east, as shown on The Plan. The Canadian National Railway (C.N.R.) right-of-way separates Applewood Park from the community of Abbeydale to the north, and establishes the northern boundary of The Plan.

As shown on The Plan, most of Applewood Park (approximately 84 hectares/208 acres) has been allocated for residential and associated uses (including a joint use site, neighbourhood commercial, and park). At an overall density in the range of 5 to 7 units per gross residential acre, the ultimate population of Applewood Park is likely to be in the range of 3,500 to 5,000 people. This range allows for flexibility in relation to the housing market, from single-family housing at the lower end of the range to a mix of single-family and multi-family housing at the upper level.

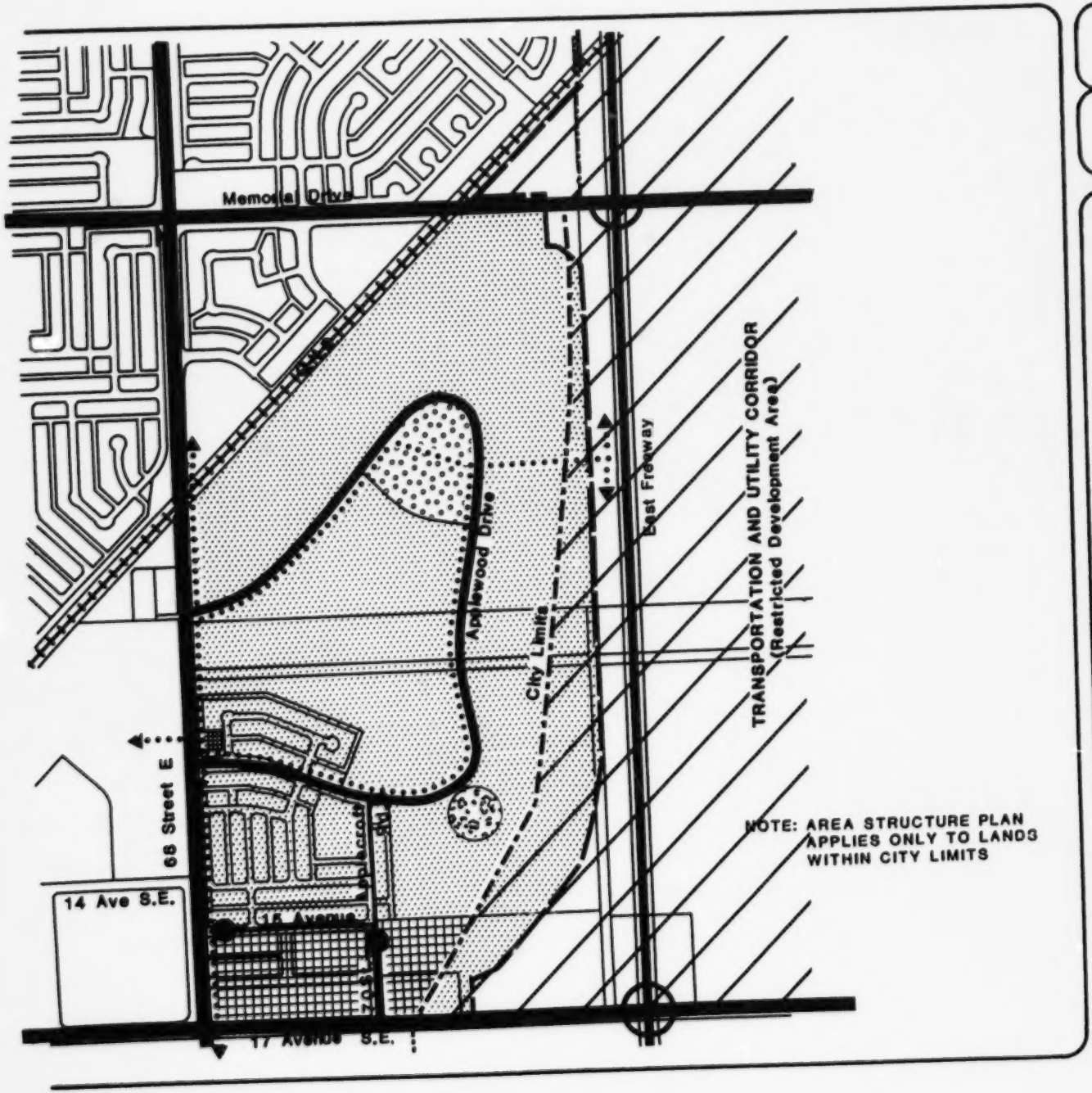
Open space features in Applewood Park, as shown conceptually on The Plan, will include a joint use site, a neighbourhood park and pedestrian/bicycle pathways. The neighbourhood park may contain features such as playing fields, benches, informal play areas and basketball hoops. The pathways will connect to other pathways along 68 Street and within the Transportation and Utility Corridor, leading to a wide range of recreation and open space features throughout Calgary.

Primary access to the Applewood Park residential area will be from 68 Street E. via two intersections with Applewood Drive. At such time as the community is developed sufficiently, bus services will be extended along Applewood Drive. In the interim, bus service is available along 14 Avenue S.E., just west of 68th Street S.E.

The land located between 15 Avenue and 17 Avenue S.E. (approximately 7.3 hectares/ 18.0 acres) has been allocated for highway commercial uses such as automotive service, restaurant, hotel/motel and a range of retail and personal service uses. Direct all-turns access to this area will be provided from 17 Avenue S.E. at or near 70 Street, but this access will terminate just south of 15 Avenue in order to prevent through traffic from "short-cutting" down Applecroft Road. Consequently no direct linkage will be provided from the commercial area to the residential community to the north.

Certain lands located outside the city limits (approximately 9.5 hectares/23.5 acres) have been included conceptually within The Plan because of the strong possibility of these lands eventually being released from the Restricted Development Area. In the event that these lands are annexed to the city at some future date, this area structure plan would have to be amended accordingly.

The triangular parcel of land located north of the future Memorial Drive extension, as shown on The Plan, is proposed for inclusion within the Transportation and Utility Corridor (Restricted Development Area). In the event that a decision is made by the Province not to acquire the parcel as part of the T.U.C., this area structure plan would have to be amended to identify an appropriate land use.



APPLEWOOD PARK

THE PLAN

LAND USE

- Residential
- Highway Commercial
- Neighbourhood Commercial
- Joint Use Site
- Neighbourhood Park

TRANSPORTATION

- Freeway/ Expressway
- Major Road
- Collector Road
- Local Road
- Cul-de Sac
- Pedestrian / Bicycle Pathway
- Future T.U.C. Boundary

DATE
SEPTEMBER 1985

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/4 Mile
0 400 Meter

2.0 POLICY STATEMENTS

2.1 Land Use

2.1.1 Residential

1. The density of residential development in Applewood Park shall be in the range of 12.3 to 17.3 units per gross residential hectare (5 to 7 units per gross residential acre) overall. However, specific sites within the area may be developed at densities above or below this range.

2. The distribution of density shall be established through the outline plan process.

2.1.2 Commercial

1. Commercial uses located in the area between 15 Avenue and 17 Avenue shall cater primarily to the motoring public (i.e. generally those uses included in the C-6 Highway Commercial District of Land Use By-law 2P80). Applications for development permits within this area shall be accompanied by plans which demonstrate, to the satisfaction of the Approving Authority, how visual impacts (including on-site lighting) and auditory impacts of the commercial development will be screened from the residential area located to the north of 15 Avenue S.E.

2. The location and size of the neighbourhood commercial facility, as shown on The Plan, shall be as established through a previously approved outline plan and land use redesignation (By-law No. 6Z80).

2.1.3 Joint Use Site

1. The joint use site may be used by the School Boards and/or the City of Calgary to conduct educational and/or recreational programmes. Provision shall be made within outline plans for a single joint use site of approximately 5.3 - 6.0 hectares (13.0 - 15.0 acres), to be located generally as shown on The Plan. The western portion of this site has already been dedicated through a previously approved plan of subdivision and land use redesignation (By-law No. 6Z80).

2. The final size and configuration of the joint use site shall be determined at the outline plan stage. However, within the site an area of 1.2 - 2.0 hectares (3.0 - 5.0 acres) shall be set aside for a possible future community centre.

2.1.4 Pedestrian/Bicycle Pathways

1. The pedestrian/bicycle pathway shown on The Plan will follow the carriageway of Applewood Drive for the most part. Provision shall be made for an off-street connection from Applewood Drive to the open space system within the utility portion of the Transportation and Utility Corridor. The pathway along the east side of 68 Street should be separate from the road and sidewalk.

2. Final locations of all pathways shall be determined at the outline plan stage.

2.1.5 Neighbourhood Park

1. Provision shall be made at the outline plan stage for a neighbourhood park of approximately 1.2 to 1.6 hectares (3.0 to 4.0 acres), to be located generally as shown on The Plan.

2.2 Transportation

1. Applewood Drive shall be constructed as a collector standard road. Except for the portion already constructed, the alignment of most of Applewood Drive, as shown on The Plan, is conceptual. The final alignment shall be determined at the outline plan stage.

2. The commercial uses located between 15 Avenue and 17 Avenue shall be accessed primarily from 17 Avenue via an all turns access located at or near 70 Street S.E. At the development permit stage provision could be made for additional access (right-in and right-out only) from 17 Avenue S.E. No direct access shall be provided to the commercial uses from 15 Avenue.

3. Release of development permits for commercial uses on the lands between 15 Avenue and 17 Avenue shall be conditional upon closure of one or more of the following road rights-of-way, the extent of closures being dependent upon the size and characteristics of the proposed development.

   - 15 Avenue at 68 Street (By-law 21C81 approved by City Council on July 20, 1981)
   - the lane located between 15 Avenue and 16 Avenue at 68 Street
   - 16 Avenue at 68 Street
   - 69 Street at 15 Avenue
   - 70 Street at 15 Avenue.

4. In the event that an all-turns access from 68 Street to the commercial area south of 15 Avenue is approved through a development permit, access to and from 14 Avenue west off 68 Street must then be restricted to right turns.

2.3 Servicing

1. A 15 metre (50 foot) building setback shall be established from the high pressure Canadian Western Natural Gas pipeline which parallels the south side of the Canadian National Railway right-of-way, in accordance with the policy of the Calgary Planning Commission.

2. Due to the limited capacity of the Applewood Park sanitary lift station, the following conditions shall apply to subdivision and/or development permit approvals:

   - Upgrading of the sanitary sewer lift station capacity, to allow for the number of residential units in Applewood Park to exceed 1,600 (equivalent to roughly 5,000 population).

   - Sanitary sewer servicing schemes for the commercial area located between 15 Avenue and 17 Avenue, or for development of the lands located outside the present city limits up to the future T.U.C. boundary, shall be consistent with accepted City of Calgary development practices to the satisfaction of the City Engineer.

2.4 Sequence of Development

1. Since municipal services and utilities to Applewood Park will all be extended eastward from 68 Street, development shall proceed generally in a contiguous sequence from west to east in a manner consistent with accepted City of Calgary development practices.

Supporting Information to

APPLEWOOD PARK

Area Structure Plan

THE CITY OF CALGARY

SUPPORTING INFORMATION TO APPLEWOOD PARK AREA STRUCTURE PLAN

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1.0 PLAN AREA CHARACTERISTICS

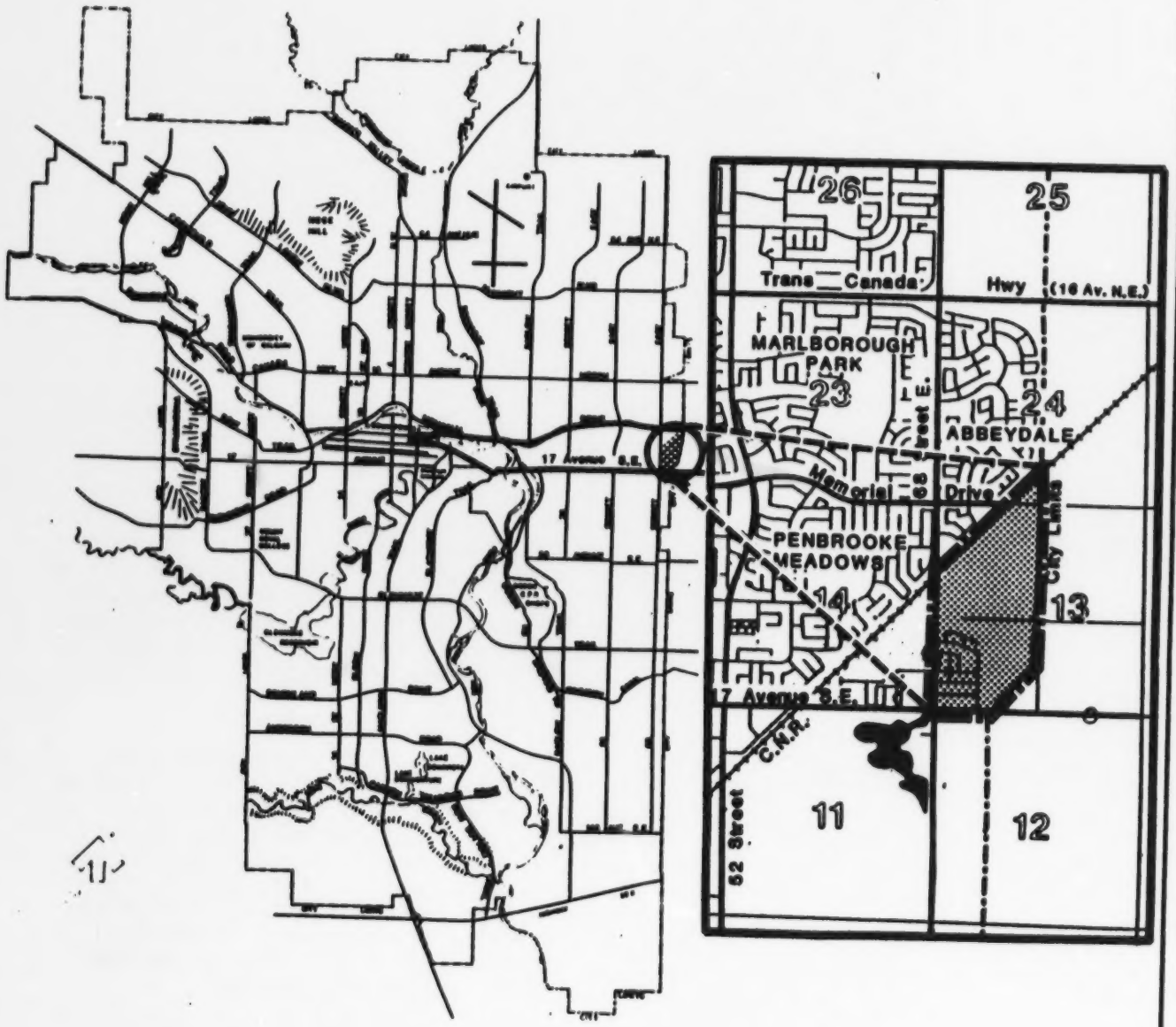
1.1 Location

The Applewood Park area is situated approximately 10 kilometres (6 miles) east of downtown Calgary via either 17 Avenue S.E. or Memorial Drive, as shown on Map 1.

1.2 Natural Features

The landform of Applewood Park is generally flat, with occasional topographic depressions of approximately three to six metres in depth.

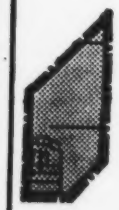
The soils are a deep mixture of loam over sand, silt and clay, and bedrock is at a sufficient depth to cause no constraint to development. Surface drainage is discontinuous, with storm water collecting in the scattered shallow depressions. Extensive grading for urban development will redirect the surface drainage, so as to allow for development to proceed.



APPLEWOOD PARK

MAP 1

PLAN AREA LOCATION



APPLEWOOD PARK

July 1985

THE CITY OF CALGARY
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1.3 Background and Planning Context

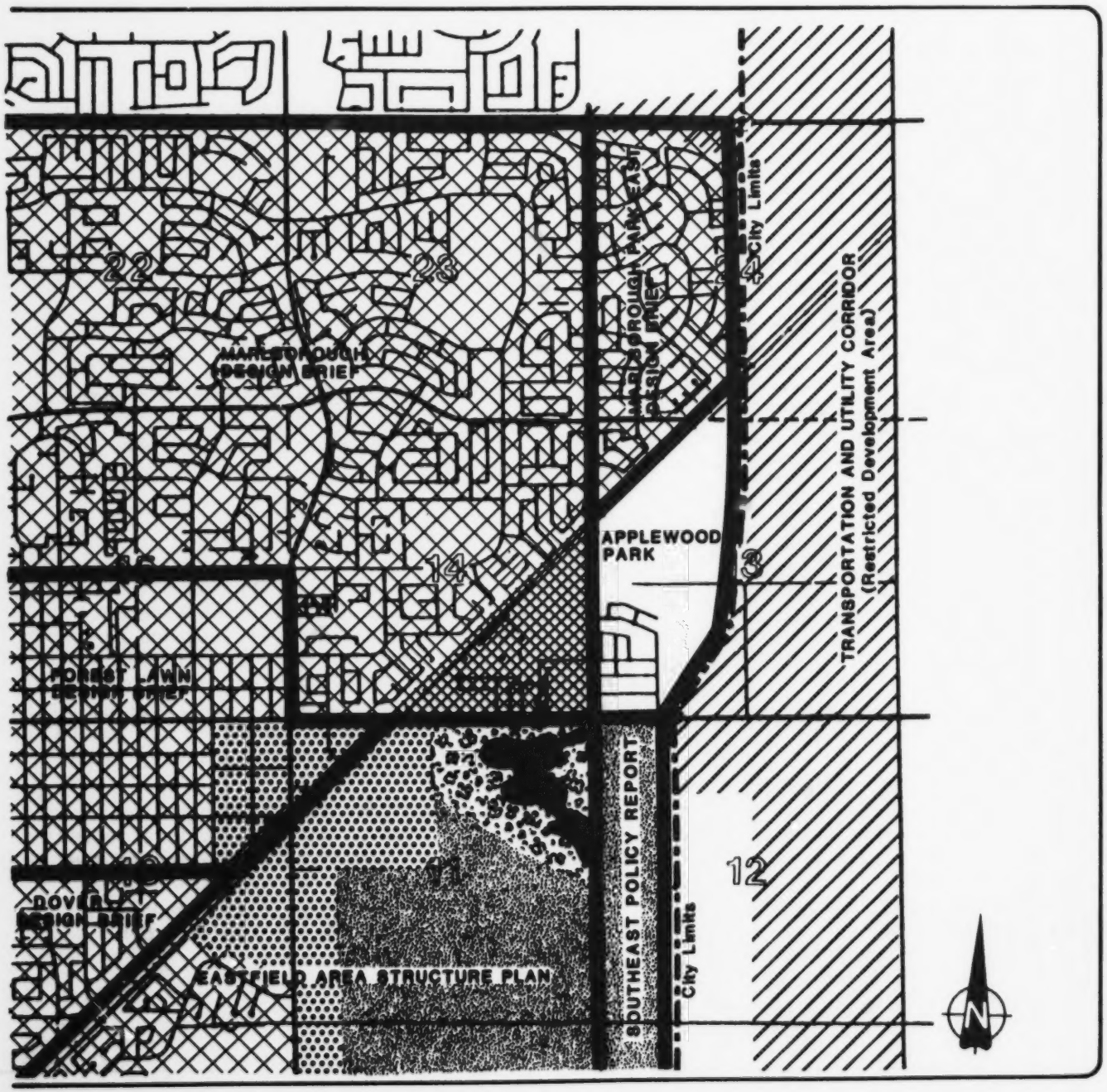
Applewood Park represents a continuation of the general pattern of residential development in east Calgary, as indicated on Map 2. Development in this sector of the city has been guided by a series of Design Briefs, the Eastfield Area Structure Plan and the Southeast Policy Report, all approved by City Council.

The Applewood Park area was annexed from the Municipal District of Rocky View in two stages, the western half being annexed in January 1979, and the eastern portion in January 1981.

In July 1979, the Calgary Planning Commission and City Council approved subdivision and land use redesignation for Phase I of Applewood Park without the prerequisite of an approved area structure plan. Then, in June 1980 Council approved land use redesignation for 39 hectares (96 acres) of land within the western portion of the Applewood Park subdivision running east from 68 Street and north from 15 Avenue. Approved land uses, as shown on Map 3, included low density residential (R-1, R-2, RM-1) and associated neighbourhood commercial (C-1A) and open space (PE). Subsequently, in June 1982 Council redesignated 16 hectares (40 acres) of this area from R-1 to R-2 in order to permit small lot single-family development.

In March 1983 Council approved the redesignation of the three parcels immediately south of 15 Avenue S.E., as shown on Map 3, from UR to D.C. with RM-3 guidelines. Subsequently, in November 1983 Council approved a D.C. redesignation which permitted continued operation of a garden centre and gas bar on the north side of 17 Avenue S.E. at the city limits, east of 70 Street. In December 1983 City Council approved redesignation of the lands annexed in 1981 to UR, in order to protect these lands from premature subdivision and development.

The lands immediately south of Applewood Park, across 17 Avenue S.E., will likely be utilized by the City as an extension of the Forest Lawn sanitary landfill site, adjacent to the Forest Lawn storm retention lake. The Parks/Recreation Department has proposed that this facility be developed as a regional park at such time as the landfill operation is completed. The regional park may include passive activities around the lake, a ski hill and playing fields.



APPLEWOOD PARK

MAP 2

PLANNING CONTEXT

LEGEND

- Design Brief /A.S.P. Boundaries
- Predominantly Residential
- Mobile Home Park
- Industrial/Commercial
- Sanitary Landfill (Future Regional Park)
- Stormwater Retention Lake

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0 1/4 1/2 Mile
0 500 Meter

12

2.0 POLICY CONTEXT

2.1 Calgary Regional Plan

The Planning Act requires that all by-laws and statutory plans adopted by a local authority shall conform with the Regional Plan. The Applewood Park Area Structure Plan conforms with the Calgary Regional Plan 1984, which designates the area as suitable for urban development.

2.2 Calgary General Municipal Plan

The Calgary General Municipal Plan is the senior municipal planning document with which all other municipal statutory plans, including area structure plans, must conform. The General Plan provides a policy framework to guide the preparation of area structure plans, and establishes a general land use strategy for the City. Applewood Park is included in Table 4.1.2 of the Calgary General Municipal Plan as an area considered suitable for an area structure plan.

2.3 Sour Gas Facility Setbacks

The entire Applewood Park area is beyond the minimum setback distance from sour gas facilities as recommended by the Energy Resources Conservation Board (E.R.C.B.). A number of "level 2" sour gas wells and pipelines are located approximately 0.8 kilometres and greater distance east of Applewood Park. The minimum separation distance recommended by the E.R.C.B. for "level 2 facilities", as incorporated within the Planning Act Subdivision Regulation (Schedule 6), is 0.5 kilometres from the nearest urban development.

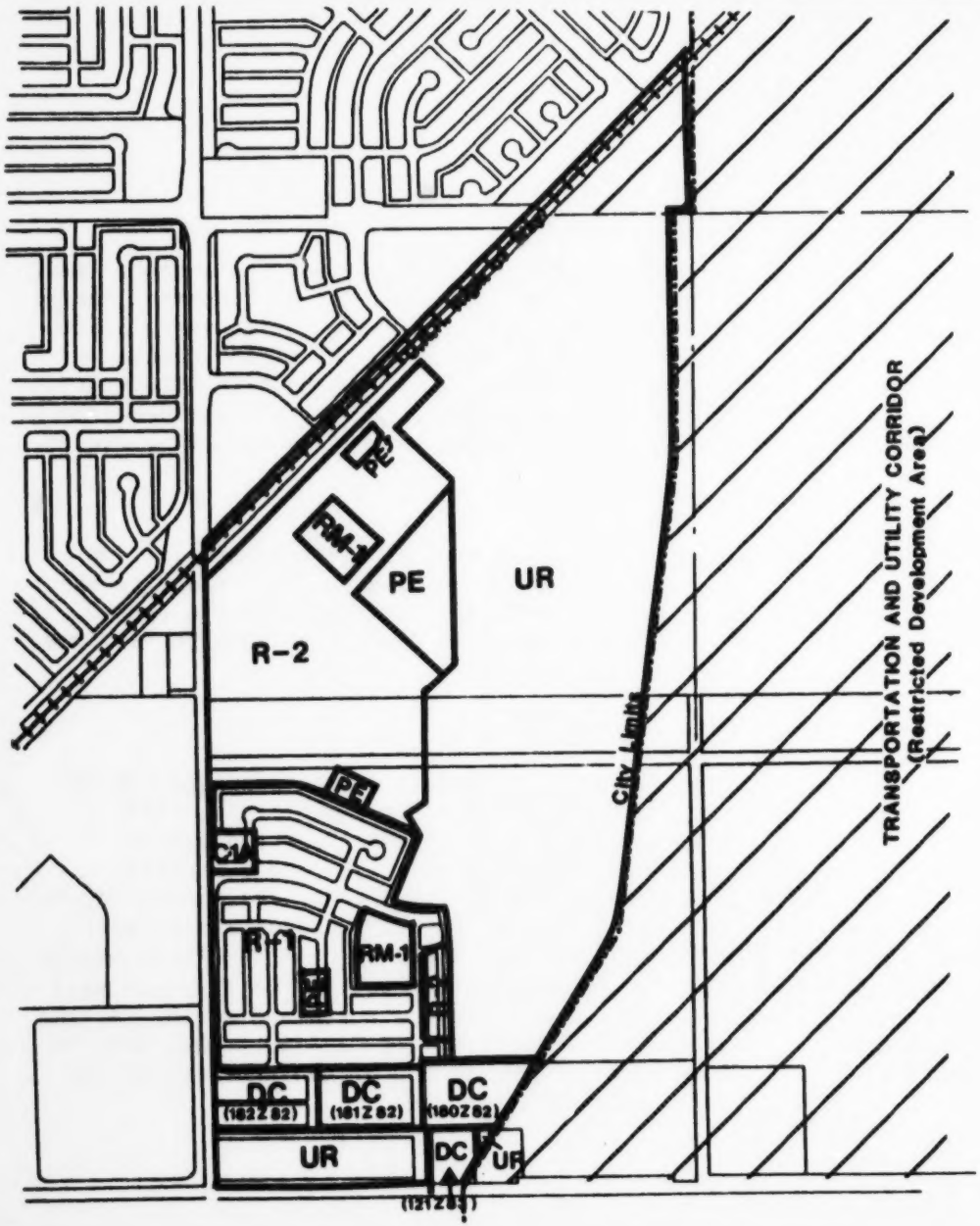
2.4 Surface Transportation Noise Policy

The Surface Transportation Noise Policy for the City of Calgary establishes guidelines for mitigating surface transportation noise along facilities such as the C.N.R. tracks and 68 Street.

2.5 Transportation and Utility Corridor

The Transportation and Utility Corridor (T.U.C.) component of the Calgary Restricted Development Area around the City of Calgary is intended to accommodate a ring road and various utilities (electrical power lines, oil and gas pipelines and municipal services). The proposed East Freeway bordering the plan area is a segment of the future ring road, and will constitute the easterly limit of Applewood Park.

The T.U.C. as presently defined is 805 metres (one-half mile) in width. However, it is expected that some of the land immediately adjacent to the City will not be needed for transportation or utility rights-of-way, and that these lands may eventually be made available for future urban development.



APPLEWOOD PARK 3

EXISTING LAND USE DESIGNATIONS

R-1	Residential Single Detached
R-2	Residential Low Density
RM-1	Residential Low Density Multi Dwelling
C-1A	Local Commercial
DC	Direct Control
PE	Public Park , School and Recreation
UR	Urban Reserve

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3.0 TRANSPORTATION, MUNICIPAL SERVICES AND UTILITIES

3.1 Transportation

3.1.1 External Roadway Access

The external road network serving the Applewood Park area, as shown conceptually on Map 4, provides the area with access to all parts of the city. This network includes 17 Avenue S.E., 68 Street E., Memorial Drive and the proposed East Freeway. Each of these roads is discussed in more detail below. Except in the case of the East Freeway, the timing of any improvements from existing to proposed ultimate standard will be established by City Council through the Transportation Improvements Priorities Study (T.I.P.S.) process.

17 Avenue S.E.

This major standard road defines the southern boundary of the plan area. Also known as Highway 1A, this road is a secondary entrance to the city from the Trans Canada Highway and from Chestermere Lake to the east, and provides direct access to the greater Forest Lawn area, Deerfoot Trail and downtown Calgary. Ultimately 17 Avenue will be upgraded from its present two lanes to four lanes with a median.

68 Street S.E.

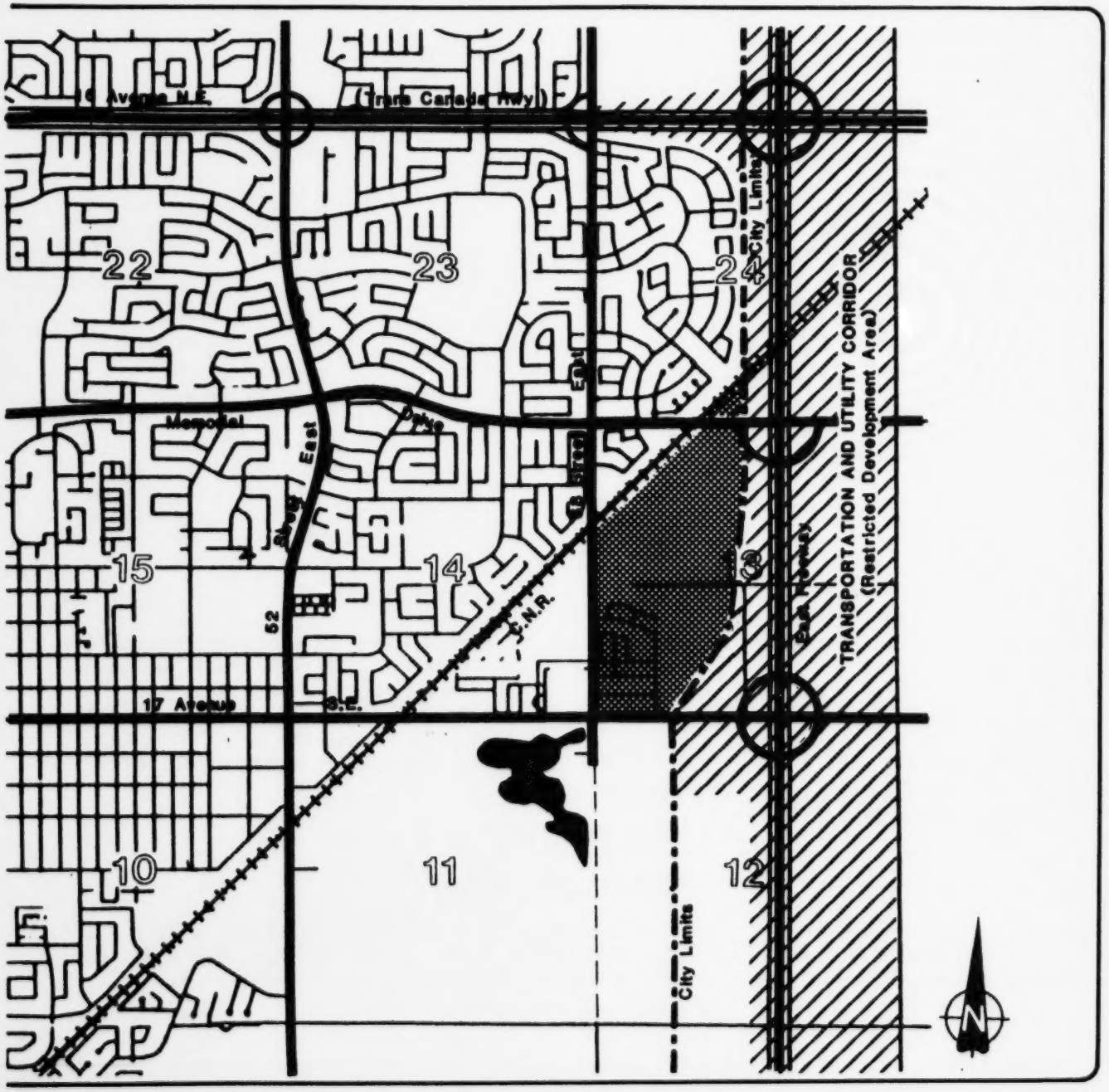
This major standard road defines the western limit of the plan area, and connects the internal road network within Applewood Park to 17 Avenue S.E., Memorial Drive, 16 Avenue N.E. (Trans Canada Highway), 32 Avenue N.E., and McKnight Boulevard. Ultimately, 68 Street S.E. will be upgraded from its present two lanes to four lanes with a median.

Memorial Drive

This major standard road, which presently terminates at 68 Street, will be extended to the east across the C.N.R. tracks and the proposed East Freeway as a four-lane divided major at some future date.

East Freeway

This facility, a segment of the proposed future ring road around the city's periphery, will provide access to Applewood Park via a full interchange at 17 Avenue S.E. and a partial interchange at Memorial Drive. The ring road, to be constructed by Alberta Transportation, will ultimately connect directly with the Trans Canada Highway to the east and west of Calgary, as well as with Highway 2 to the north and south. At the present time the Province of Alberta has made no commitment on the timing of construction of any portion of this ring road.



APPLEWOOD PARK

MAP 4

EXTERNAL ROADWAY NETWORK

LEGEND

- Freeway/ Expressway
- Major Road
- Grade Separated Interchange
- Plan Area

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0 1/4 1/2 Mile
0 800 Meter

3.1.2 Internal Roadway Network

Applewood Drive

This collector standard roadway will serve as the only access route from 68 Street E. to local streets within the residential portion of the plan area. Applewood Drive will also serve as the bus route at such time as public transit service is extended into Applewood Park.

15 Avenue S.E.

This road will remain open to 68 Street S.E. until such time as permits are granted for commercial development to the south. At that time 15 Avenue will be closed east of 68 Street in accordance with By-law 21C81 as approved by City Council on July 20, 1981.

70 Street S.E.

All-turns access to the commercial area south of 15 Avenue will be provided from 17 Avenue at about 70 Street. The exact location of the intersection and alignment of this collector stub road will be determined at a subsequent stage (outline plan or development permit) in the planning process. This road will function as a joint driveway access to the commercial sites. The road will terminate to the south of 15 Avenue, and will not provide access to the residential community to the north.

3.2 Municipal Services

3.2.1 Water Supply

Water can be supplied to the Applewood Park area by extending from the watermains already in place along 68 Street, as shown on Map 5.

3.2.2 Sanitary Sewers

The Applewood area is serviced by the Hubalta Sanitary Trunk, which has been upgraded recently to accommodate additional development in the northeast sector of the City.

Sanitary sewer service is constrained only by the capacity of the Applewood Park sanitary sewer lift station, located at the northeast corner of 15 Avenue and 68 Street. This facility has been designed to accommodate a total residential population of 5,500 people on the assumption that the entire Applewood Park area would be residential. With an anticipated maximum of 5,000 population in the area north of 15 Avenue, this leaves some reserve capacity for the area to the south. However, commercial development between 15 Avenue and 17 Avenue may require upgrading of the sanitary sewer lift station capacity, depending on the type and intensity of development.

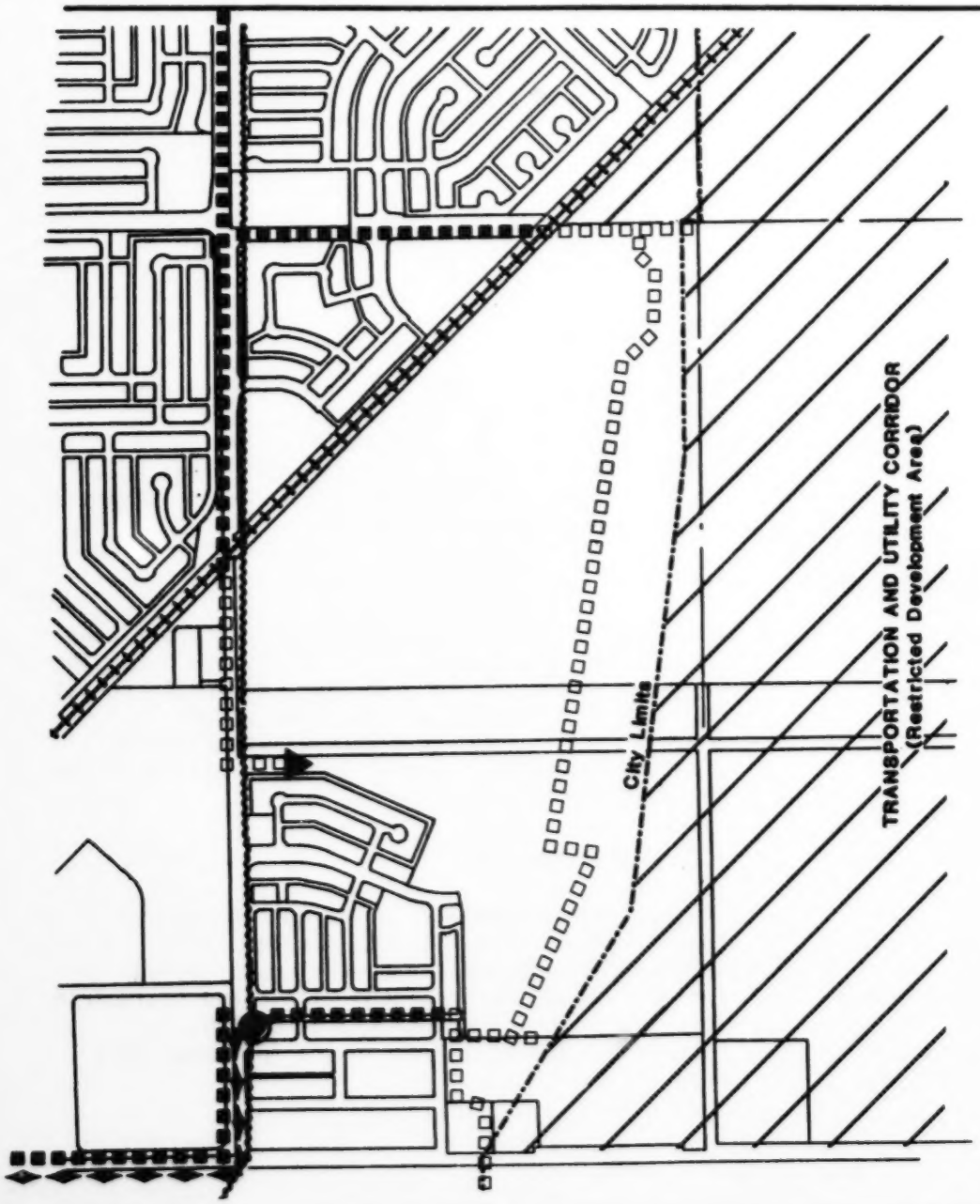
3.2.3 Stormwater Management

Storm sewers from Applewood Park can be connected directly to the existing 68 Street trunk, which has capacity to accommodate drainage from the entire Applewood Park area. Large amounts of fill will be required to level out the existing natural depressions in the area and eliminate ponding of surface runoff.

3.3 Utilities

3.3.1 Electrical

The Applewood Park area will be serviced by a 13 kV powerline which will link Substation No. 38 to an existing powerline on 17 Avenue S.E., generally as shown on Map 6.



APPLEWOOD PARK 5

MUNICIPAL SERVICES

- Existing Watermain
- Proposed Watermain
- Sanitary Sewer Main
- Sanitary Sewer Lift Station
- Storm Sewer

DATE July 1985

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PLANNING & BUILDING DEPARTMENT

3.3.2 Natural Gas

The Applewood Park area will be serviced by a medium pressure natural gas line looping from the 68 Street feedermain within the right-of-way of Applewood Drive, as shown schematically in Map 6.

3.3.3 Telephone

Telephone service will be extended from services existing in the developed portion of Applewood Park to the remainder of the Plan Area. The location of the feeder conduit is along 17 Avenue and 68 Street, generally as shown in Map 6.

4.0 COMMUNITY SERVICES

4.1 Police

The Police District #4 office, located at 3207 - 12 Avenue N.E., provides service to the Applewood Park area. There are no plans to establish a district office in the Applewood Park area.

4.2 Fire

Fire protection will be provided to the Applewood Park area from #12 Station, located at 123 - 44 Street S.E. There are no plans to establish a firehall in the Applewood Park area.

4.3 Library

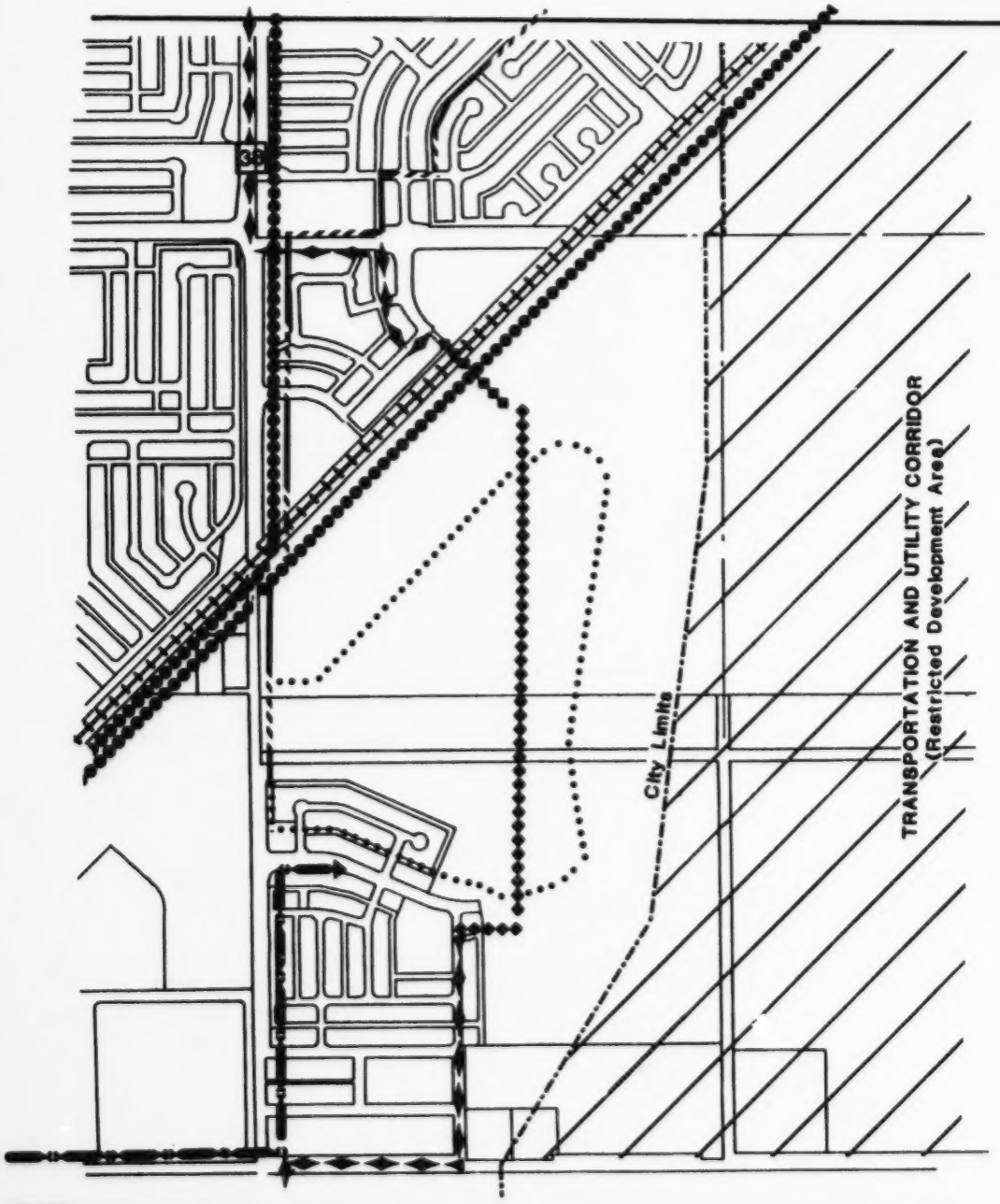
The Applewood Park area is served by the Forest Lawn Branch Library located at 4807 - 8 Avenue S.E., and the Village Square Branch Library located at 2623 - 56 Street N.E. There are no plans to establish a branch library in the Applewood Park area.

4.4 Social Services

Social services are provided from the Forest Lawn Area Office, located at 3810 - 17 Avenue S.E. The services include youth probation, community social work, child development consultation and administrative support services. There are no plans to establish a social services office in the Applewood Park area.

4.5 Health Service

The Applewood Park area is served through the Forest Lawn District Office, located at 3810 - 17 Avenue S.E. The services provided include dental service, baby clinic and childbirth instruction program. There are no plans to establish a health clinic in the Applewood Park area.



APPLEWOOD PARK 6

UTILITIES

ELECTRICAL

- Existing 13 kV Transmission Line
- Future 13 kV Transmission Line
- 38 Substation

NATURAL GAS

- High Pressure Line
- Medium Pressure Feedermain
- Future Medium Pressure Line

TELEPHONE

- Feeder Conduit

DATE July 1985

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PLANNING & BUILDING DEPARTMENT

4.6 Schools

The Calgary Board of Education has indicated a requirement for a ten acre school site to be located within the joint use site, as shown conceptually in the Area Structure Plan and discussed under paragraph 2.1.3. The type of school required will be determined at the outline plan stage.

The Calgary Catholic Board of Education has no requirements for any school facilities in Applewood Park. Students will be served by existing schools in northeast Calgary.

4.7 Community Association

It will be up to the residents of Applewood Park to determine the need for a Community Association and the boundaries thereof, through consultation with the Federation of Calgary Communities and the Parks/Recreation Department. The residents may choose among the following three options:

a) establish an Applewood Park Community Association; or

b) request membership in a nearby community association, such as Penbrooke Meadows or Abbeydale; or

c) neither of the above, in which case individual residents may apply for an associate membership within a community association of their choice.

Regardless which of these alternatives is followed, the joint use site, discussed under paragraph 2.1.3 of the Area Structure Plan, will be maintained for the use of Applewood Park residents.